158 of glide head 132. Electrically conducting pads 160, 162 provide electrical contact between thermal transducer 156 and the top of glide head 132. Pads 160, 162 are connected to a measurement circuit at the top of the glide head such that the electrical resistance of thermal transducer 156 can be monitored. To improve the aerodynamic performance, steps 164, 166 are located near front edge or leading edge 168 of glide head 132. The contoured features on the air bearing surface can be varied to achieve a desired aerodynamic performance of the glide head.

Please replace the paragraph beginning on Page 9, line 25 and ending on Page 10, line 8 as follows:

The back edge or trailing edge of glide head 132 generally flies closer to the surface of the disc than the front edge or leading edge. The pitch of glide head 132 is due to aerodynamic forces. Therefore, placement of the thermal transducer near the rear edge or trailing edge of the glide head provides for the detection of smaller asperities for a given fly height. Nevertheless, if desired the thermal transducer can be placed away from the rear edge or trailing edge. Such an alternative embodiment is depicted in Fig. 3. Thermal transducer 180 is located on rail 182. Electrical conduction strips 184, 186 provide for electrical conduction between thermal transducer 180 and electrical conduction pads 188, 190. Electrical conduction pads 188, 190 provide a path of electrical conduction between strips 184, 186 and the top of glide head 132. Electrical conduction strips 184, 186 can be produced from electrically conductive metal, alloys, metal compounds or combinations thereof.

Please replace the paragraph beginning on Page 14, line 29 and ending on Page 15, line 4 as follows:

To form the sliders with the thermal transducers located on the air bearing surface, a plurality of thermal transducers 500